

Fully Automatic Traffic System

Claims

1. Fully automatic traffic system with its own individual vehicles, as well as with individual vehicles, which can be infiltrated for conveying persons and goods, the vehicles having at their disposal their own driving system, their own steering device and at least one energy tank-off and guiding device disposed between or next to the wheel tracks, with a transmission route consisting of a solid substrate forming the bearing surface for the wheels of the individual vehicle, and an energy supplying and guiding system, which is disposed between or next to the bearing surfaces and can be rolled over at least in the region of entry and exit places as well as at crossings or branches, the at least one energy take-off and guiding device of the individual vehicles being in operative connection with the energy supplying and guiding system of the transmission route and with entrances and exits for the individual vehicles, characterized in that the at least one energy take-off and guiding device (6) of the individual vehicles (1, 14, 15, 17) can be moved into and once again out of the operative range of the energy supplying and guiding system (7) of the transmission route and that the substrate carrying the bearing surfaces for the wheels (4) of the individual vehicles (1, 14, 15, 17) consists of roadway elements (8), which can be disposed and/or laid separately.

2. The traffic system of claim 1, characterized in that the energy supplying and guiding system (7) is disposed on the transmission route and protrudes only insignificantly over the rolling plane of the vehicle wheels (4).

3. The traffic system of claim 1, characterized in that the bearing surfaces (8) are constructed concavely in cross-section for guiding the vehicles wheels (4).

4. The traffic system of claim 3, characterized in that the bearing surfaces (8) have raised beads (9) in their edge regions outside of infiltrations and exfiltrations, branches and crossings.

5. The traffic system of claim 4, characterized in that the beads (9) which are the outer beads (9) in relation to the vehicle wheels (4), are higher than the beads adjoining the inside of the vehicle wheels (4).

6. The traffic system of claims 4 or 5, characterized in that the inner surface of the beads (9), adjoining the outside of the vehicle wheels (4), are provided with a sound-absorbing covering.

7. The traffic system of one of the claims 1 to 5, characterized in that the underside of the individual vehicles (1, 14, 15, 17), for example, their wheel wells (2), are provided with a sound-absorbing covering (3).

8. The traffic system of one of the claims 1 to 7, characterized in that the bearing surfaces (8) are provided with a wear-resistant covering.

9. The traffic system of claim 8, characterized in that the wear-resistant covering is exchangeable.

10. The traffic system of claim 1, characterized in that the transmission route is mounted on cross ties (11) resting on supports (12).

11. The traffic system of claims 1 or 2, characterized in that, in addition to the driving energy, control signals for the individual vehicles (1, 14, 15, 17) can be transmitted over the energy supplying and guiding system (7).

12. The traffic system of claims 1 or 2, characterized in that communication and information signals are transmitted over the energy supplying and guiding system (7).

13. The traffic system of one of the preceding claims, characterized in that the individual vehicles (1, 14, 15, 17) travel in convoys closely behind one another.

14. The traffic system of one of the preceding claims, characterized in that the individual vehicles (1, 14, 15, 17) have a system for controlling the interval between them.

15. The traffic system of claims 13 or 14, characterized in that goods containers (16) can be disposed between two individual vehicles (15, 17) in order to form a goods-transporting convoy.